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The China Mail.

ESTABLISHED 1845

NOTES ON THE
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No 15,778.

號九十月一十年三十一百九千一第

HONGKONG, WEDNESDAY, NOVEMBER 19, 1913.

星大英一千九百一十三年十一月十九日

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CHINA'S NAVY.

The Appointment of British Advisors.

The news of the appointment of Captain Christian (recently in command of the battleship Hannibal) as director of the new naval college to be established in Shanghai evidently means that negotiations which have been in progress for some time have now been completed. It was known that China intended to engage a British officer of the rank of Post Captain, also an engineer officer for the training of her officers.

The statement of the establishment of a new Naval College, to be stationed at Shanghai, comes as somewhat of a surprise, says the N. C. D. News. In official circles it is admitted that such has been mooted, but up to the present nothing definite has taken place. The Minister of the Navy was in Shanghai recently and is understood to have given no indication that anything of the sort was intended.

There are two naval training colleges, the principal one at Cebu and the other at Nanking, and those closest in touch with such affairs incline to the view that Capt. Christian will be stationed at one or other of these. The only institution in the nature of a training college in the vicinity of Shanghai is the Maritime Marine Institute at Wusong which, until his appointment as Commissioner of Police, was under the charge of Admiral Suh. It is now conducted by a Chinese officer who has the advantage of an English education, and here 120 Chinese are being trained to act as officers in the mercantile marine of the country. In conjunction with this institution a training ship is to be built, having been converted from a transport into a cargo and passenger boat, and within a month she should be ready to take aboard thirty of these students. In the hope of meeting some of the expense, inseparable from such a scheme it is to carry on ordinary trading, voyage, in the course of which the students will receive their further training.

Regarding the desire for training ships, it may be pointed out that China has already three of these, two of which are the newest vessels in the navy, the Cuscho and Ying-shai, which were designed and fitted out especially for the training of cadets and men.

PENANG TURF CLUB.

Gratifying Results of Past Year's Working.

PENANG, Nov. 11. Mr. W. Peel presided over the annual meeting of the Turf Club. He said that the year concluded with a credit balance of \$25,284 and the profit on the year's working was \$6,000, besides \$4,000 spent in special improvements. The January meeting was almost a record, and the July meeting was well up to the average. The experiment of cheaper prizes was not a success. The amount of prize money was increased from \$9,000 in January to \$12,000 in July, and would be \$14,000 next January.

The accounts were adopted. The Hon. A. R. Adams was elected President and the following committee was appointed—Messrs. MacIntyre, Brown, Dickson, Goldie, Mitchell, and Jules Martin.

A special meeting to consider the programme carried a resolution admitting gentlemen riders to races 8 and 15 (1). It was decided that all events for gentlemen riders should form race 2 on each day.

The programme with these amendments was passed. Straits Times.

BUSINESS NOTICES.

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Moutrie & Co., Ltd.
Gaupp & Co.
Wang Hing.

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Hongkong Daily Press.
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A.B.C. Code 6th Ed.
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TUESDAY, November 25th

at 5.30 p.m.

Toccata and Fugue in D minor... Bach

Prelude... Borowski

Reverie du Soir... Schmitt

Concert Toccata... Widor

VOCALIST: Mr. H. I. Jones who will sing

Nazareth... Gounod

Elegie (Voice and Violin)... Massenet

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Elegie (Voice and Violin)... Massenet

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Hongkong, September 4, 1906.

Hongkong, Oct. 15, 1913. 1257

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94, WANCHAI ROAD.
152, PRATA EAST.
153, PRATA EAST.
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Hongkong, Oct. 29, 1913. 862

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"HARTING and BUGATE," on part of Kowloon Island Lot No. 1114.
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Hongkong, Oct. 23, 1913. 81

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A good Sailing Map is a Chart of the D'Arques with Wind & Currents, the best of the kind.

AFTER THE COUP.

Kuomintang Secret Documents.

A Surprise for the Premier.

Before the issuing of the Mandate, ordering the dissolution of the Kuomintang, etc., President Yuan Shih-kai gave them to Premier Hsiung Hsiang-hung for his signature. The Premier after perusing the Mandate, asked President Yuan whether or not the references in the Mandate as to the telegrams of the Kuomintang Parliamentary members planning the rebellion, etc., were genuine and reliable. says the "Peking Daily News."

President Yuan did not answer but entered a room and came out with a big case which was put before Premier Hsiung.

Premier Hsiung opened the case and found that it was full of telegrams and letters exchanged between the rebel leaders and the Parliamentary members in connection with the rebellion.

The Premier was greatly surprised on seeing these seditious documents. After a little pause he asked President Yuan to remove a clause in the Mandate ordering the returning of the unseated members to their native places under Government escort. President Yuan complied with this request, and with his own hand he removed the clause mentioned.

SPEAKERS INTERVIEW PRESIDENT.

Speakers Wang Chia-hsiang and Tsao Hua-lung had an interview with President Yuan Shih-kai on Saturday. They asked President Yuan to return the election certificates and badges to those Kuomintang Parliamentary members who were not connected with the rebellion so that the Parliament might be able to get a quorum either to continue the usual sittings or pass a resolution to suspend the session in accordance with the Parliamentary Regulations. They said that should the President desire to reorganise the Parliament, he might introduce a bill rectifying the laws governing the organization of the Assembly. Speakers Wang and Tsao requested the President to pay the allowances due to the unseated members so that they might return to their homes. It is reported that though no definite answer was given to the two Speakers, President Yuan intended to give allowances to the unseated members. The President was also asked to reinstate, (1) those who opposed the rebellion in their speeches recorded in the Parliament, (2) those who telegraphed to the various provinces denouncing the rebellion and (3) those who left the Kuomintang before the "Hukou" rising and never signed their names on the Kuomintang register of the Parliament. The President has the intention of complying with the request of the two Speakers, and thus up to date no list containing the names of the unseated members has yet been submitted to the Parliament. The Government is making investigations, and those who had nothing to do with the recent rebellion may be reinstated.

JOINT MEETING OF PARTIES.

The Chingputang, Kuomintang, Taichungtang and the Chingyutai have held several joint meetings to discuss ways and means to preserve the Parliament. The unanimous conclusion was that the Government should be asked to make discrimination between the good and the bad Kuomintang members and that the good ones should be reinstated in the Parliament even if they were expelled now. The Chingputang is the most enthusiastic in trying to save the Assembly. It has sent a telegram to its Director, Vice-President Li Yuan-hung, saying that because of the expulsion of the Kuomintang members the Parliament is unable to hold meetings, but in view that no Republic exists in the world without a Parliament this party will exert its utmost to hold the Parliament intact and that as soon as there is a quorum, meetings will be resumed immediately. The Chingputang also requested Vice-President Li to prevent persecution of the Kuomintang members in the provinces. Mr. Liang Chi-chiao, Minister of Justice, who is one of the Chingputang Directors, at a meeting said that though the Senate was unable to hold meetings, the House of Representatives ought still be able to get a quorum. He suggested that Mr. Tang Hua-lung, Speaker of the Lower House, should try every effort to call a meeting at which the members should pass a resolution to suspend the Parliamentary session until the expected or newly elected members of Parliament have arrived in Peking.

There are only 110 Senators in Peking who are allowed to remain in the Senate, so that it is absolutely impossible for the Senate to resume meetings unless a new election is held, or the Government reinstates some of the Kuomintang members so as to enable the Senate to get a quorum.

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Of all Chemists and Druggists.

JOURNALISTS AND LORD WOLMER.

Accuracy of Reports of Speeches.

Correspondence has taken place between Mr. W. N. Watts, hon. general secretary of the National Union of Journalists, and Lord Wolmer with reference to the reporting by two members of the Union of a speech delivered by Lord Wolmer on August 19 at Newport-Willows.

On October 1, Mr. Watts, in a letter to Lord Wolmer, said:—"In letters published in the public Press you made the statement that there had been an inaccurate rendering by the reporters of the principal passage of the speech. This, as you will understand, is a matter to them, and to us as a Union established for the purpose of maintaining the proper rights of journalists, of the first importance. . . . We have examined carefully the notes of our members, which were taken quite independently—in fact, the two reporters were unknown to each other—and we are confident that the reports record an exact statement of the passage of the speech in question as uttered by you. We shall, accordingly, be obliged by your explanation of what you propose to do further in the matter in regard to your unfounded accusation and its effect upon the position of our members."

Lord Wolmer, replying on October 9, said the report in question omitted a few words of what he said. The effect of the omission was to make him say that Mr. Lloyd George personally might have made £30,000 out of the tip of the Government contractor which he accepted. Lord Wolmer added:—"This statement was, as a matter of fact, absolutely true by itself (though it did not bear any relation to my argument), but as I did not happen to make it I made the correction. Mr. George, for his own purposes and with his usual capacity for raising a false issue, sought to turn the whole controversy on to the point of whether, when criticizing his American Maroon speculations, I had estimated his joint or his personal profit. I was reported as having confined my strictures to Mr. George, whereas I am certain from my recollection and my notes that I included his colleagues also in my remarks."

Mr. Watts, in reply to this letter on October 29, said:—"If your Lordship is right in assuming that you were misreported, the reporters, in the short-hand note itself, not only omitted important words, but actually turned a plural pronoun into a singular pronoun three times over. Such an aberration would be hard to explain if confined to one reporter; placed by two reporters acting independently of each other it cannot be explained at all—except on the assumption that it never happened. Those who have any sense of evidence will draw their own conclusion. . . . The Union is at present considering whether it is not possible to secure some form of legal protection. Meanwhile, I may suggest to all concerned that no precedent can justify a mean and shabby practice."—"The Times."

"ENGLISH" ON THE CLYDE.

The best English is said to be spoken in Scotland—but not on the Clyde! A Londoner just returned from Scotland sends "The Daily Chronicle" correspondent this example of Talk of Clyde language: "Foggy-poggy, awn-noo, guar-poggy. The strange sounds are supposed to be uttered by a wee Macgregor in a weeping boat with his parents; and the interpretation is: 'Fall in, fall in, now, now, guard! guard! guard!'"

The Chinese-like abbreviation is a good specimen for "Flanagan," which is found in Glasgow for "Fellow fall of a lorry."

GOOD BAD REPUTATION.

He is well known here and has always paid his other dues, and has a warm offer to be taken. Just now, which is a most asked time in which to go.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tonn.	Gun.	L.H.P.	Commander.	Last report at.
Alacrity	despatch vessel	1250	2	2000	Comdr. Archibald Crochrane	Canton
Alex	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Pritchard	Shanghai
Britomart	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwell	Shanghai
Cadmus	aloop	1070	6	1400	Commr. H. P. F. T. Williams	Shanghai
Cherub	water tank and tug	380	—	300	Master H. Smith	Hongkong
Clio	aloop	1070	6	1400	Comdr. Colin Macdonald, D.S.O.	Shanghai
Fame	torpedo boat destroyer	320	6	8700	—	Hongkong
Hamphire	cruiser, 1st class	24,500	10	20,000	Capt. M. R. Hill	Yantai
Kinab	river gunboat	1114	4	1200	Lt.-Comdr. H. D. Marryat	Yantai
Merlin	aloop	1040	—	—	Capt. F. C. C. Paces	Hongkong
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Canton
Moorehead	river gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Canton
Nightingale	river gunboat	85	2	840	Lieut.-Com. Malcolm Murray	Yangtze River
Otter	torpedo boat destroyer	320	6	8500	Lt.-Comdr. R. Wilkinson	Hongkong
Ribble	torpedo boat destroyer	320	—	7800	Lt.-Comdr. E. J. G. Mackinnon	Hongkong
Rocario	depot ship, submarines	890	—	1400	Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	840	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	840	Lt.-Com. L. A. S. Hutton	Hongkong
Ships	river gunboat	85	2	840	Lt.-Comdr. Maurice B. Leslie	Yangtze River
Taku	torpedo boat destroyer	320	6	8500	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	6500	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Hongkong
Triumph	battleship	11,365	18	12,500	Capt. P. Stratfield, M.V.O.	Hongkong
Uk	torpedo boat destroyer	320	—	7500	Lt.-Comdr. Maxwell	Hongkong
Virago	torpedo boat destroyer	320	6	8500	Lieut.-Com. Boddam-Whetham	Hongkong
Welland	torpedo boat destroyer	320	—	7500	Comdr. Seymour	Hongkong
Whiting	torpedo boat destroyer	320	6	8500	Lt.-Comdr. R. Neville	Hongkong
Widgeon	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	150	2	600	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	600	Lt.-Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	1250	—	22,000	Capt. H. L. Crochrane	Shanghai
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillevie	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gimes	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. K. O. Pope	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
.036	torpedo boat	—	—	—	Lt. Comdr. Silman	West River
.037	torpedo boat	—	—	—	Lt. Comdr. Nicol	West River
.038	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral T. H. M. Jernam, C.R., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tonn.	Gun.	L.H.P.	Captain.	Last report at.
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovitz	Foochow
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daulny	Hongkong
Kleber	French armoured cruiser	9710	13	18,000	Capt. Gault	Saigon
Decidée	French gunboat	445	10	1000	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	870	Lieut. Dordet	Canton
Vigilante	French gunboat	183	7	500	Lieut. de Jerville	Canton
Peloo	French gunboat	120	—	—	Lieut. Collin	Tientsin
Donard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutaup	Tientsin
* Flagship of Rear-Admiral Cochon de Landelle, Commander-in-Chief, the French China Station.						
Lynx	French submarine	—	—	—	Lieut. Bolin	Saigon
Protes	French submarine	—	—	—	—	Saigon
* Stryx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	320	7	300	Lieut. Aurillac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Ronisen	Saigon
Pistolet	French destroyer	120	7	300	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	320	6	300	—	Saigon
Manche	French surveying ship	1325	10	9000	Comdr. Violin	Saigon
* Flagship of Capt. (Commander) Boncompagni, Commanding the local defence Indo China.						
Linden	German cruiser	3900	22	13,500	Capt. v. Resthoff	Swatow
Gauisau	German armoured cruiser	11,800	36	24,000	Captain Brunnighaus	Shanghai
Illis	German gunboat	908	13	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	980	13	1300	Comdr. Vanzelle	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behncke	Tientsin
Luchs	German gunboat	900	10	1250	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,500	Capt. Mörsberger	Tientsin
Ottmar	German river gunboat	—	—	—	Capt. Lieut. Ertle	Yangtze River
Scharnhorst	German flag-ship	11,800	36	24,000	Capt. Böhm	Tientsin
S. 90	German torpedo boat	400	8	6500	Capt. Lieut. Bezenberg	Tientsin
Taku	German torpedo boat	280	4	6000	Obst. A. S. Olsson	Tientsin
Tiger	German gunboat	900	10	1250	Comdr. Böcker	Tientsin
Taiguan	German river gunboat	225	4	1200	Capt. von Möller	Yangtze
Valerian	German river gunboat	225	4	600	Obst. A. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamas	Portuguese cruiser	1787	—	—	Capt. Anibal de S. Dias	Macao
Adamo	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patris	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

Name.	Class.	Tonn.	Gun.	L.H.P.	Commander.	Last report at.
U. S. submarine	—	—	—	—	Ensign J. McC. Murray	Cavite
U. S. submarine	—	—	—	—	Lieut. E. D. McWhorter	Cavite
U. S. submarine	—	—	—	—	Ensign J. C. Van der Carr	Cavite
U. S. submarine	—	—	—	—	Ensign O. M. Yates	Cavite
U. S. protected cruiser	—	3430	10	7600	Com. M. L. Bristol	Canton
U. S. torpedo boat destroyer	—	430	7	8000	Ensign H. A. Jones	Cavite
U. S. torpedo boat destroyer	—	430	7	8000	Lieut. R. Hill	Cavite
U. S. gunboat	—	245	8	250	Ensign W. L. Halberg	Canton
U. S. torpedo boat destroyer	—	430	7	8000	Lieut. F. J. Fletcher	Cavite
U. S. protected cruiser	—	3125	11	10,000	Comdr. S. E. Robinson	Canton
U. S. torpedo boat destroyer	—	430	7	8000	Lieut. C. A. Woodruff	Cavite
U. S. torpedo boat destroyer	—	430	7	8000	Lieut. B. H. Green	Shanghai
U. S. gunboat	—	630	4	800	Lt. Comdr. S. J. Cannon	Shanghai
U. S. gunboat	—	1325	2	1280	Comdr. G. R. Marshall	Shanghai
U. S. station ship	—	1800	4	1100	Lieut. R. V. Lowe	Cavite
U. S. monitor	—	3800	6	3000	Lt. E. P. Swan	Shanghai
U. S. monitor	—	4024	4	3277	Commodore J. V. Chase	Shanghai
U. S. gunboat	—	245	8	250	Lieut. B. B. Taylor	Cavite
U. S. gunboat	—	630	4	800	Lieut. B. W. Wallace	Canton
U. S. gunboat	—	630	4	800	Lieut. W. O. Wallace	Canton
U. S. gunboat	—	630	4	800	Lieut. J. T. Hamilton	Shanghai

BY TELEGRAPH. BY TELEGRAPH.

(Reuter's Service to the China Mail.) (Reuter's Service to the China Mail.)

THE 'SOUTH AFRICAN' TROUBLE.

INDIANS GETTING OUT OF HAND.

LONDON, Nov. 19.

A telegram via Durban, to the British Indian Committee in London, states that the situation is getting most serious, the difficulty of feeding and keeping in order increasing in every house. It is added that the intervention of the Imperial Indian Government may be necessary, lest greater hardships ensue. Already one Indian is dead as the result of fogging.

POSITION EXTREMELY GRAVE.

LATER.

The evening newspapers in their editorials upon the subject of the Indian disturbance in South Africa all dwell upon the extreme gravity of the position in Natal. There is likelihood of serious unrest in India unless the trouble is quickly ended. All realise the fears of the white population of South Africa, who are determined to maintain the European standard of living, but urge that it is imperative that the speediest means of remedying the present conditions must be taken.

The *Westminster Gazette* emphasises the grave concern of imperialists over the grave position and says that India will never believe that the Imperial Parliament is unable to persuade the Union of South Africa, to accept an imperial view of the matter. It appeals to Boer and British, especially the latter, claiming to be good imperialists, to help in this emergency which is a real and serious test case of Empire, and argues the withdrawal of the £3 tax and immigration restrictions within the Union. The Indian leaders must keep the strikers within bounds.

FUGITIVISM IN THE UNITED STATES.

GUNROAT SMITH BEATS LANGFORD.

LONDON, Nov. 19.

A telegram from Boston states that Gunboat Smith was awarded the decision over Langford at the end of a twelve rounds' contest.

In the early rounds Smith was aggressive, Langford not making a serious defence. Smith weakened and the negro belaboured him with his right and left on the body. At the finish, Smith was tired while Langford was fresh. Many of the spectators were surprised at the decision.

THE STOLEN GOLD.

LONDON, Nov. 19.

Another telegram from Paris states that the first accounts of the gold robbery were greatly exaggerated, as only two ingots of gold valued at £1,840, were stolen while en route to the Ottoman Bank, Paris, from the Ottoman Bank, Constantinople.

LONDON PRESS AND HOME RULE.

LONDON, Nov. 18.

The *Daily News* states that there is no foundation for the statement made in the *Times* regarding the Home Rule proposals. No such proposals were made or could be made. There could be no surrender on the fundamental of the Bill whereof the unity of Ireland was one. The *Daily Chronicle* was equally emphatic. The *Daily Telegraph* is officially informed that the Cabinet has not arrived at any decision on the subject of the proposals to be made, and the Opposition leaders have received no communication whatever.

BRITISH SHIPPING ENTERPRISE.

A NEW SERVICE TO THE EAST.

LONDON, Nov. 18.

The shipping firms, Alfred Holt and the Gollally Hanky Company, jointly start on the 4th January next a new four-weekly service to the Far East, running via Hamburg, Glasgow, Swansea, and Birkenhead to Vladivostok and Nikolayevsk.

WHY IT SELLS.

CHAMBERLAIN'S Cough Remedy is the largest selling cough medicine in the world to-day, because it does exactly what a cough remedy is supposed to do. It stops the cough by curing the cold, and does it quickly and effectively. For sale by all Chemists and Druggists.

THE CREMATORIA QUESTION.

DISCUSSED BY THE SANITARY BOARD.

The question of the regulation of crematoria in the Colony was discussed at the meeting of the Sanitary Board yesterday afternoon. The President (Mr. D. W. Truman) presiding. There were also present Mr. A. F. Churchill (Acting Vice-President), Hon. Mr. E. A. Howells, C. J. G. G., Colonel Irwin, Dr. F. J. Williams, Mr. Chan Kai Ming, Dr. F. Clark (Medical Officer of Health), and Mr. W. Bottom-Rowlands (Secretary).

Referring to a minute by the President relative to the draft Ordinance and Regulations re Cremation, Mr. Chan Kai Ming intimated: I agree with the President in his minute of 3rd. 1913. The site for the cremation of Sikhs is too near the existing dwelling-houses and should be shifted further in by a hundred yards at least. The crematoria has been a nuisance to the occupiers of the houses facing the Gap ever since the houses were first built. The nuisance should be put a stop to as soon as possible.

Mr. F. B. L. Howells: I suggest the insertion of "on the recommendation of the Sanitary Board" after "Government-in-Council" in the proposed provision.

Dr. F. J. Williams: I am of the opinion that there should be one central crematorium strictly under Government supervision and that no human cremation should be allowed outside this. The objection of distance would, I think, be quickly overcome as the crematoria does not even now take place in the Temple. If crematoria are to be allowed to multiply there will be endless trouble in supervision. The advantages of cremation are far too well-known for the destruction of legal and medico-legal evidence, and opportunity of using this means should be made as difficult as possible.

The President said:—The discussion of these papers began with the coming into being of a Japanese crematorium in Sookun Po valley. This place was built and ready for opening before I personally at any rate had any knowledge it was there, and the question was then raised by the Medical Officer of Health as to the regulation of the crematoria, and the question then arose whether it could be dealt with by bye-laws under the Public Health and Building Ordinances or by special Ordinance. The matter was referred to the Law officers of the Crown, and they advised that an Ordinance was necessary. The Ordinance was so drafted that it will cover any possible crematoria that may hereafter be erected. I was not a member of the Sub-Committee which drafted the original contents of the Bill, and it was only on reading through the final Ordinance that I was struck by the case of the Sikh cremation ground. I understand that the construction of a crematorium is a pretty expensive matter. The whole matter, I hear from a leading member of the Sikh community, came up years ago, long before my time and the community were told that it would cost \$50,000, and they are not in a position to put it up themselves. There is only one thing I would like to say in regard to these minutes. As to a central crematorium, it has been suggested to me that possibly a group of crematoria within a ringed fence would do, but I may say it is a vital principle of British rule that we rule by respecting the customs, especially the religious customs, of the people whom we rule. I cannot say anything about the Japanese, and I have not enquired definitely about the Sikhs, but I have not much doubt that the Sikh religion will form some bar to the disposal of the bodies of dead Sikhs in a crematorium which was open to the dead of other races.

The Hon. Mr. Howells said this question had come before the Board for the first time for serious discussion, since he had been a member, and he thought it would be as well to express their opinion on the subject of the advisability of having a crematorium for general use. Personally he held the opinion very strongly that no large community should exist without a crematorium and that every possible use should be made of it. No doubt any objections could be met here as they had been met in other parts of the world. With regard to the use by the Japanese of general crematoria, when he was a member of the Municipal Council in Shanghai they constructed a crematorium for the use of the whole community, and there was no objection to it by the Japanese or any other section of the community. With regard to the Sikhs he was not prepared to express an opinion; he thought it quite possible that they might not agree to use a crematorium at which members of other races were cremated. If it were necessary, however, to give a special crematorium to the Sikhs he thought it should be supplied them. That a crematorium should be in general use was, in his opinion, unquestionable. A great many people held the opinion that they preferred cremation to ordinary burial, and others might prefer their friends cremated in order that their ashes might be sent back to their native land. That was the view of the Japanese, while the Americans always sent their dead home to the United States if they could. It was extremely difficult to send a body back out of the colony, particularly if it was a case of contagious disease. If it was necessary to supply more than one crematorium to meet the requirements of various sections of the people who were taxpayers in the colony he thought it should be done. He also considered the Board should press the importance of the matter upon the Government.

Dr. F. J. Williams said he did not mean that it would be any disadvantage provided the crematoria were all in one site.

INDEMNIFYING NANKING LOSSES.

Nanking, Nov. 11.—Han Kueichun, Civil Governor of Kiangsu, proposed to contract a loan with a certain foreign bank, the proceeds of which will be used in indemnifying the losses of the Chinese merchants sustained during the recent rebellion. The amount of the loan is one million dollars, the security offered being the property of the Nanking City Railway.—Peking Daily News.

PENANG HARBOUR FACILITIES.

Recommendations of Chamber of Commerce.

PENANG, Nov. 11.

The sub-committee of the Chamber of Commerce appointed to inquire into the harbour facilities report that the reclamation of Weld Quay to the deep water line should be carried out; that over-water godowns should be erected on the south arm of Swettenham Pier, linking godown No. 4 to Weld Quay; that Victoria Pier and Church Street Quay should be demolished; and a landing stage constructed near the railway pier.

They recommend the provision of more lighters, and seven 100-ton lighters for coal; and that any sale of Prye Dock to the railway authorities should be subject to the dredging of a proper channel, and the erection of what accommodation allowing of steamers discharging alongside.—Straits Times.

LATE GENERAL HSU PAO-SAN.

The Yangchow gentry have jointly sent a petition to Civil Governor Han of Kiangsu requesting that a memorial hall be erected at Yangchow to commemorate the deeds of late General Hsu, who was assassinated by a bomb contained in a casket box soon after the occurrence of the Sung Chiao-jen case. The Yangchow gentry have undertaken to build a home in a grand style, which will be a resting place for the remains of "Tiger" Hsu.—Peking Daily News.

SHOOTING TROUT.

At Antleside Petty Sessions recently, Richard Thornborough, a refreshment house keeper, of Grantham, was fined 12s. and costs for shooting trout in the River Boling in Grantham. He declared that he only shot at waterfowl, and killed a trout by mistake.

THE DETECTIVE AND THE LIEBER.

In the Congress Organ published in London, prominence is given to "the strange doings of an Anglo-Indian detective, who somehow found his way to travel the other day from Bombay to Port Said in the P. and O. steamer *Arabia*." It is related that the detective showed more than a passing interest in the doings of "some forty young Indians in the second saloon who were making their first voyage to England." He also, it is stated, "found plenty to interest him in the first saloon, and in view of the fact that among the passengers in the first saloon were 'the Chief Justice of Bengal, a number of other High Court Judges and Mr. S. P. Sinha, ex-law member of the Viceroy's Executive Council.' This, however, not stated with the *Arabia*." As it is, it seems that the detective's interest in the police officer's ordinary movements of the police officer have been interpreted into shadowing the rear of him. As far as can be ascertained, the police officer was going to Cairo in connection with a case in which both the Indian and Egyptian police were interested; it had nothing whatever to do with sedition. The presence of the police officer was necessary for the purpose of the case in Cairo. He was not, as stated in the *Arabia*, "shadowing" the detective, and the detective was not, as stated in the *Arabia*, "shadowing" the police officer.

EARLY GOLDS.

DEATHS of the gold were late at this time of the year. They are particularly dangerous. A neglected cold may mean a winter long and a life shortened. Chamberlain's Cough Remedy is the best. For sale by all Chemists and Druggists.

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SHIPPING CIRCLE, SURPRISE

TWO LEADING GERMAN COMPANIES QUARREL

Thus the Hamburg correspondent of the L. and C. Express writing on October 15:—The Hamburg-America Line has surprised all shipping circles by its proposal to enhance the share capital by £1,500,000 to £2,000,000. The company has, in the course of the current year, paid £2,350,000 for new steamers etc., as compared with only £2,300,000 in the previous year. The liquid means at the end of this year will therefore amount to £2,000,000 (1912, £2,300,000) and this is considered as too small. It is intended to have the new capital over to the bankers of the company at interest. The official explanation also speaks of the necessity of a great increase of freight tonnage, and of the new tasks involved in the company's entrance into the Far Eastern postal and passenger service. It is also stated that the new shares will be taken up by the usual syndicate at 118 and issued at 120. The announcement caused general depression on the Bourse, and is most unfavorably received. There is a feeling that it is due to the dispute with the North German Lloyd and the breakup of the North Atlantic Pools. The results of the current year are, however, declared to be very good; in spite of higher freight rates, the company will be able at least to maintain the dividend of 10 percent which was paid for the year 1912. The North German Lloyd has declared officially that it has no need of fresh capital in spite of the great building scheme, which comprises more than 200,000 reg. tons gross.

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S.S. *BANRI MARU*, For Moji & Kobe. 15th December.

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SHANGHAI	ASSAYE	About 21st Nov.	Freight and Passengers
LONDON, via Canal Ports	DEVANHA	Noon	See Special
LONDON & ANTWERP	NUBIA	About 22nd Nov.	Freight and Passengers

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SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From St. John N.B.
EMPEROR OF INDIA, Sat., Nov. 20.	ALLAN LINE, Wed., Dec. 17.
EMPEROR OF ASIA, Sat., Dec. 4.	EMPEROR OF BRITAIN, Sat., Dec. 27.
EMPEROR OF JAPAN, Sat., Dec. 18.	EMPEROR OF JAPAN, Sat., Dec. 27.

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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	MISHIMA MARU, Capt. Noma, Tons 16,000	WEDNESDAY, 26th Dec., at Daylight
VICTORIA, B.C., & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA.	AKI MARU, Capt. Noma, Tons 12,500	TUESDAY, 2nd Dec., at Noon
KOBE & YOKOHAMA	ATSUTA MARU, Capt. J. Nagao, Tons 16,000 HATACHI MARU, Capt. —, Tons 12,500	THURSDAY, 20th Nov., at 11 a.m. THURSDAY, 4th Dec., at 11 a.m.
BOMBAY, via SINGAPORE, PENANG, & HONGKONG	BOMBAY MARU, Capt. Tama, Tons 5,000	SATURDAY, 29th Nov., at Noon
SYDNEY and MELBOURNE, via MANILA, THURS. DAY ISLAND, TOWNS, KUMANO MARU, VILLE and BRISBANE.	NIKKO MARU, Capt. Takeda, Tons 9,800 KUMANO MARU, Capt. —, Tons 9,300	MONDAY, 24th Nov., at Noon WEDNESDAY, 17th Dec., at Noon
CALCUTTA via SINGAPORE, PENANG, & HONGKONG	SARUKI MARU, Capt. —, Tons 12,500	FRIDAY, 29th Nov., at Noon
SHANGHAI, MOJI, KOBE, YOKOHAMA	HAKATA MARU, Capt. —, Tons 12,500	MONDAY, 21st Nov., at Noon

PASSENGER SEASON—1914.

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MIYASAKI MARU	18,000 tons	sails	Wednesday 28th January.
KITANO MARU	18,000 "	"	11th February.
IYO MARU	12,500 "	"	11th February.
HIRANO MARU	18,000 "	"	11th March.
KATORI MARU	20,000 "	"	22nd March.
KAMO MARU	18,000 "	"	22nd April.
KASHIMA MARU	20,000 "	"	22nd April.

FOR AMERICA			
SHIDZUKA MARU	12,500 tons	sails	Tuesday 27th January.
LAMBA MARU	12,500 "	"	10th February.
AKI MARU	12,500 "	"	24th February.
SADU MARU	12,500 "	"	10th March.
YOKOHAMA MARU	12,500 "	"	24th March.
AWA MARU	12,500 "	"	7th April.

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THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, 20 knots, 12,000 tons, 12,000 tons, 12,000 tons, 12,000 tons.	27,000 tons, 20 knots, 12,000 tons, 12,000 tons, 12,000 tons, 12,000 tons.	27,000 tons, 20 knots, 12,000 tons, 12,000 tons, 12,000 tons, 12,000 tons.	27,000 tons, 20 knots, 12,000 tons, 12,000 tons, 12,000 tons, 12,000 tons.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Telegraphy, Submarine Signal Service and Buoy Keels.

Cuisine under personal supervision of Mr. V. Moroni, one of the World's most famous caterers.

First-Class to London via San Francisco.

Return Period of Round Trip Tickets, as above, Available for Passengers via C.P.R. from Vancouver.

Desired Through Passengers have the privilege of travelling by Rail between Kobe and Yokohama.

PERSSIA 9,000 Tons Sailing MONDAY, 24th Nov., at 5 p.m.

ROSA 12,000 Tons Sailing TUESDAY, 25th Nov., at 1 p.m.

SIBERIA 12,000 Tons Sailing WEDNESDAY, 26th Nov., at 1 p.m.

CHINA 12,000 Tons Sailing THURSDAY, 27th Nov., at 1 p.m.

MANCHURIA 12,000 Tons Sailing FRIDAY, 28th Nov., at 1 p.m.

For San Francisco via Macao, Manila, Nagasaki, Kobe, Yokohama & Honolulu.

Intermediate Steamers.

Passengers booking through tickets have the privilege of travelling by Rail between Kobe and Yokohama free of charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG. Arrive Manila. Leave Manila. Due Hongkong.

Nov. 24. PERSSIA. Nov. 25. ROSA. Nov. 26. SIBERIA. Nov. 27. CHINA. Nov. 28. MANCHURIA.

King's Building (opposite Blake Pier).

R. C. MORTON, Agent. Telephone No. 142.

Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement	Leave Hongkong
HONGKONG MARU	11,000-13 knots	Friday, 28th Nov.
SHINYO MARU	22,000-21 knots	Thursday, 4th Dec.
CHIRYO MARU	22,000-21 knots	Monday, 22nd Dec.
NIPPON MARU	11,000-13 knots	Wednesday, 14th Jan.
TENYO MARU	22,000-21 knots	Saturday, 17th Jan.

Intermediate Service via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London	£71.10.	Return (6 months) £120.
INTERMEDIATE	£65.	" " £100.
First Class to New York	£80.	" " £100.
" " San Francisco	£45.	" " £38.

The Intermediate Rates to NEW YORK and SAN FRANCISCO are 29 lower for Single Journey and 24 lower for Return from above rates.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

ANYO MARU	18,500-15 knots	WEDNESDAY, 10th DEC. at Noon.
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For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent, KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE		Nov. 23rd, at 9 p.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All Stevedores have Electric Pumps. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to GIBB, LIVINGSTON & CO. Agents.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

Highest Class, latest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Hot Water, etc.

FOR SWATOW, AMOY & FOOCHEW AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS	ARRIVE HONGKONG FROM SWATOW	LEAVE HONGKONG FOR SWATOW
KATANG	Capt. A. E. Hodgins	FRIDAY, 21st Nov., at 11 a.m.
SWATOW	Capt. J. S. Rogers	TUESDAY, 26th Nov., at 11 a.m.
SHANGHAI	Capt. W. C. Parsons	FRIDAY, 28th Nov., at 11 a.m.

Steamers will arrive at and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to DOUGLAS LAFRAIK & CO. Agents.

SHIPPING

CHINA NAVIGATION CO. LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAIGON	CHANGCHOW	To-day, at 6 p.m.
SHANGHAI	LUCHOW	Nov. 20, at 4 p.m.
SHANGHAI & TIENTSIN	CHINAN	Nov. 21, Midnight
TIENTSIN	KUANGCHOW	Nov. 22, at Noon
HAIPHONG	SUNGKIANG	Nov. 23, at 9 a.m.
MANILA, CEBU & LOILO	CHINRU	Nov. 24, at 4 p.m.
SHANGHAI & TIENTSIN	YACCHOW	Nov. 27, at 4 p.m.
SHANGHAI & TIENTSIN	YACCHOW	Nov. 27, Midnight

DIRECT SAILINGS TO WEST RIVER—Twice Weekly. S.S. 'LINTAN' and S.S. 'HANUL'.

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming', & 'Tea'. Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on 'Tea' on 'Taming' and 'Tea'.

SHANGHAI LINE. The Twin Steamers 'Anhui' and 'Chuanan', and the S.S. 'Lushow' and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloons, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

W.R. Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Marry Fier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75. For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	LUKANG	THURSDAY, Nov. 20, Daylight
YOKOHAMA, KOBE & MOJI	LAISANG	FRIDAY, Nov. 21, Daylight
YOKOHAMA, KOBE & MOJI	LOVAT	SATURDAY, Nov. 22, at Noon
MANILA	LOONGSANG	SATURDAY, Nov. 23, at 9 p.m.
TIENTSIN via WEIHAIWEI, CHIPSANG	CHIPSANG	SUNDAY, Nov. 24, Daylight
SHANGHAI	HANGSANG	FRIDAY, Nov. 23, Daylight
SINGAPORE, PENANG & CALCUTTA	KUANGSANG	SATURDAY, Nov. 23, at Noon
MANILA	YUENSANG	SATURDAY, Nov. 23, at 2 p.m.
SINGAPORE, PENANG & CALCUTTA	KUANGSANG	WEDNESDAY, Dec. 3, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Kuang, Nowsang & Pookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Luang, Kuang, Loong, Yuhang and Suang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chao, Tientsin, Delly, Weihaiwei & Tientsin.

Taking Cargo on Through Bills of Lading to Kats, Lahad Dato, Singapore, Java, Udon, Jeddah and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215. General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. will be despatched for Yokohama, Kobe, and Moji at an early date taking cargo and passengers at current rates.

For Freight & Passage, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215. Agents.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWAR

FOR	STEAMERS	Date of Departure
LONDON & ANTWERP	DENBIGHSHIRE	25th Nov.
LONDON & ANTWERP	DEN OF CROMBIE	27th Nov.
LONDON & ANTWERP	DEN OF GLAMIS	28th Dec.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

STEAMERS	DATE OF DEPARTURE
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	DEN OF AIBLIE 25th November.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	MERIONESHIRE 15th December.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	GLENBOY 12th January.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215 Sub H. No. 2. Agents.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. G. APCAR, 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 27th November.

S.S. JELUNGA, 5,200 tons, Capt. Sullivan, will be despatched for ROBE and MOJI (Yokohama if sufficient inducement offered) on 4th December.

WESTWARD.

S.S. TORILLA, 5,100 tons, Capt. Graham, will be despatched for SINGAPORE, PENANG & CALCUTTA on 30th November.

S.S. DILLWARR, 5,975 tons, Capt. Ramsay, will be despatched as above on 30th November.

The above Steamers have excellent accommodation for passengers and are fitted with all modern improvements and carry a daily qualified surgeon.

For Freight or Passage, apply to DAVID SASSOON & CO., LTD. Agents.

SHIPPING

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, COLUMBO, EGYPT, MADRAG, RANBAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for RATA-VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Steamship DEFAHNE, Captain W. R. HICKY, carrying His Majesty's Mail will be despatched from this port for BOMBAY, on SATURDAY, the 22nd Nov., at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship service from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silt and Valuable, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay in the s.s. 'Colindale' due in London on the 2nd January, 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendent. Hongkong, Nov. 8, 1913.

THE 'INDRA' LINE, LIMITED.

FOR SAN FRANCISCO.

HE Steamship 'INDRAMAYO' will be despatched as above on 12th November.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd. Telephone No. 215 Sub H. No. 2. Hongkong, Nov. 12, 1913.

THE AMERICAN & MANCHURIAN LINE.

(BUCKHALL STEAMSHIP LINE, Ltd.)

THE Steamship 'CITY OF BARODA', Captain Mason, will be despatched from Hongkong on the 25th November for BALTIMORE & NEW YORK.

(With liberty to call at the Malabar Coast). For freight and further particulars, apply to THE BANK LINE, LIMITED. Agents. Hongkong, Nov. 8, 1913.

THE L.G.M. Steamship.

PRINZ EITEL FRIEDRICH, Captain C. MURDO, will be despatched from here on WEDNESDAY, the 26th November, and is due to arrive in GENOA on the 23rd December.

This Steamer gives splendid opportunity to reach Home just in time for Xmas. Early Booking Recommended.

For further particulars, please apply to MELORES & Co., General Agents, Norddeutscher Lloyd Hongkong, 5th Oct., 1913.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

PEOM CALCUTTA, PENANG AND SINGAPORE.

The Company's Steamship 'Fookang' having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from Hongkong.

Cargo transhipped the discharge of remaining cargo being after 4 p.m. the 19th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. General Managers. Hongkong, Nov. 17, 1913.

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES FROM NEW YORK.

THE Steamship 'INDRAKUALA', Captain A. H. Burt, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Shanghai S.S. Co., Ltd., 1200, WHARF AND GODOWNS CO., Ltd., Kowloon, and stored at Consignees' risk and expense.

All loading, unloading, and damaged goods are to be left to the Godowns, and the bills of lading will be countersigned on SATURDAY, the 20th inst., at 10 a.m.

All claims must be presented within seven days of the steamer's arrival hereafter, which date their claims be recognized.

No claims will be admitted after the above date, and all Godowns remaining undischarged after the 20th inst. will be subject to sale.

No Fire Insurance will be effected. Bills of Lading will be countersigned on SATURDAY, the 20th inst., at 10 a.m.

For further particulars, apply to SHAW, WATSON & SON, Ltd. General Agents, Hongkong, Nov. 17, 1913.

